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Light and Color Important To Realization of Beauty

Wouldn't this be a drab and gloomy world without color? And, did you ever stop to realize the magic that the human eye performs in bringing this multicolored world to you? Do you know, for example, that in looking at violet for one second your eye receives 800 trillion waves to produce the sensation of this hue?

Much about light and color was a deep mystery until comparatively recent times. Aristotle's theory that colors were blends of light and dark was held for many centuries. Then, in 1666, Sir Isaac Newton noticed that sunlight passing through a prism was split into all the colors of the rainbow, and he evolved the theory that colors were not blends of light and dark but the component parts of light.

Now it is thought that light has an atomic as well as a wave structure, and Professor Albert Einstein says it also has mass. The colors a substance will give off are the same as those it will absorb when light strikes it. Every type of matter has its own special spectrum. In sodium, for example, the spectrum is chiefly yellow; in calcium, violet.

The visible spectrum contains waves ranging from red (these waves are the longest—one thirty-five-thousandth of an inch from crest to crest) to violet (these are the shortest—one sixty-seven-hundredth). In between are orange, yellow, green and blue.

Color has been of incomparable value to man in science and industry. It enables him to detect poisons in the blood stream, thus helping in the diagnosis of various diseases. It enables him to identify dangerous elements in foods, and elements in various metals, permitting qualitative and quantitative analysis.

LISTEN IN
Associated Press News
12:55 P. M. each Friday
1390 WWOD 1390
Sponsored by Appomattox
Farmers Supply Co.

Pamplin

Pamplin, June 12.- Week - end guests in the home of Mr. and Mrs. C. H. McCall were Mr. and Mrs. Bruce Bateman and Mr. and Mrs. A. J. Ponton, Jr. and sons, Lear and Jack, of Hilton Village.

Miss Mildred Slayton and several friends spent the week at Virginia Beach.

Mrs. John David and daughter, of Richmond are spending this week with the former's parents, Mr. and Mrs. W. P. Lacado.

Mrs. Kathlene Katarsky, of Irvington, N. J. is visiting in the home of Mr. and Mrs. R. C. Beale.

N. S. Topping, of Appomattox, is a guest in the home of Mrs. C. C. Rosser.

Mrs. Carlton Canada and sons spent last week-end with the former's parents in Ashland.

Mrs. John Bescumi and children of Richmond are visiting in the home of Mrs. Bescumi's parents, Mr. and Mrs. J. W. D. Canada.

Mrs. Edith W. Trower, of Norfolk and Mrs. W. B. Williams and son, Jimmy, of Richmond are visiting relatives here.

Miss Flora B. Williams spent Tuesday in Blackstone.

Sunday visitors in the home of Mr. and Mrs. W. S. Cumbey were Mr. and Mrs. Elva Tibbs, of Concord Depot.

Mr. and Mrs. Edward Davis, of Maryland spent the week-end at their home here.

Mrs. Hallie Ammen and daughter, Audrey, of Portsmouth are visiting Mrs. Ammen's parents, Mr. and Mrs. W. J. Payne.

Cpl. Jack Shelton, of Washington, D. C., recently visited his parents, Mr. and Mrs. B. L. Shelton.

Listen to The Country Editor, at 7:15 P. M., each Friday on Station WWOD.

Crops growing nicely after rain ends dry period.

Subscription rate: $2.00 a year; payable in advance.

General Bradley returns to U. S. after conferences in Europe.

Italian political parties again face test at the polls.

Summer recreational program to be carried out on the Appomattox school playground.

Eisenhower returns to mark Normandy invasion on June 6 seventh anniversary of landing

1390 K 1390 K

WWOD

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CALVIN ROBINSON

The

Appomattox News Reporter

Appomattox Newscast 12:30 - 12:55 P. M. FRIDAY

Sponsored by

Grinels Motor Company

The Country Editor: 7:15 P. M. Each Friday

From where I sit ... by Joe Marsh

Hope "Cappy" Told Him Where To Get Off!

"Cappy" Fisher — who just retired after thirty-five years as a railroad conductor — was telling about a salesman who was often one of his passengers.

"That man was so busy," says Cappy, "he used to bring a dictaphone on the train to catch up on his letters. On one trip he'd been rushing around so much he clean forgot to bring his ticket. Left it on his desk."

When Cappy started to tell him not to worry about the ticket, the salesman busts out with "Who's worried about the ticket? It's just that now I don't know what city I was going to get off at!"

Cappy might have been pulling our leg, but from where I sit, lots of us get so wrapped up in ourselves we often forget "when we're going." Some folks get so narrow they even begrudge their neighbors the right to enjoy a glass of beer now and then. Let's not forget that just as train rn on steam and oil, democracies rn on freedom and tolerance!

Joe Marsh

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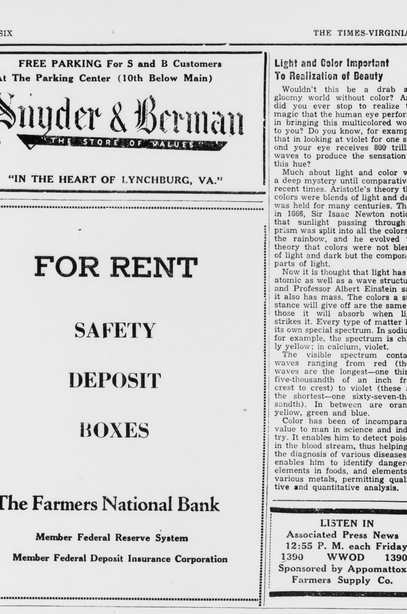

But, what do we do on Sunday?

WELL, some of us go to church and Sunday school. Some work in the garden or the garage. Some golf, fish, ride, look at television. Some take the kids out, take the dog out, take the screens out. Some go to ball games, book clubs, movies or museums. Some have big Sunday dinners or backyard barbecues. Some cook, clean closets, take up hems, take up Canasta. Some catch up on sleep. Some just sit. Some go to work in jobs that can't stop on Sundays, some go to work in emergencies.

If that sounds like some people you know—well, it is—because we're talking about the more than 4,400 VEPCOVIANS who live in the communities where they work . . . many of them your friends or neighbors, perhaps relatives. They have the same interests you do . . . pay the same taxes . . . spend their money with the same merchants.

Wherever they live, they're busy with dozens of different jobs essential to bringing you the cheap, dependable electric service you're used to . . . but Sundays, they're just the folks next door . . . sitting next to you at church, swapping recipes or garden tools over the back fence. VEPCOVIANS are citizens and good neighbors where they work!

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THERE are a lot of reasons you can expect a new GMC to keep hauling a lot longer than any other truck you can buy.

First is the fact of horsepower. Whether it's a gasoline-powered ½- to 2-tonner with horsepower unbeaten in its class, or one of the new heavy-duty Diesels—*you can't beat a GMC for "go"!*

But the extra value you find in these great trucks doesn't end at the power plant.

There's the smooth GMC Synchro-Mesh Transmission linked to a sharp-shooting drive line, pouring every ounce of power back to the rugged rear axle. *And the solid way horsepower becomes wheel-action*—you know there's extra depth of truck performance engineered right down through a GMC's broad-shouldered frame!

And standing guard over these long-time trucks are husky brakes with more area than most—the surest, easiest steering ever devised to direct a pay load home—all controlled from a spacious "Six-Footer" Cab that's Weathersealed for a lifetime.

GMC's come in the widest range of engine-body-chassis combinations to fit any trucking need. The prices? *No better buy anywhere!* Come see for yourself.

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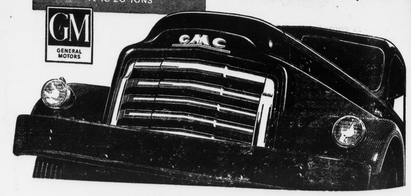

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THE BIBLE SPEAKS
International Uniform Sunday School Lessons
BY DR. KENNETH J. FOREMAN

SCRIPTURE: Acts 1:8; 4; 28; Romans 1:1-16
DEVOTIONAL READING: II Corinthians 5:14-21.

Tell the Story!

Lesson for June 17, 1951

TELL me the old, old story" is a favorite hymn in many places. But the first Christians would have been considerably puzzled by that hymn if you had tried it on them. It was an old, old story for them, it was hot news.

Whatever objections people may have had to Christianity in those days, they never said it was "old stuff." More than that, Christians did not go around telling one another the story of Jesus. When Jesus said, "Be my witnesses," his first hearers did not think he meant "—only to those for whom it is an old story."

Dr. Foreman

The early church was by no means an organization devoted to repeating something they know by heart, like the ritual of a lodge. It was devoted to telling the good news about God to people who did not know that God had any good news.

• • •

The Gospel Is a Story

THE saying has been quoted in this column before: Christianity first came to the world not on the editorial but on the news pages. Christianity is not God's new advice to the world. It is first of all the something God has done for the world.

"Gospel" in Greek means simply good news. It is the story of Jesus, the kind of person he was, the kind of truths he taught, the kind of work he did, the death he died. But the story of Jesus is more than the story of a man, uniquely great though he was.

It is, after all, the story of God. God who became man so that in the life of Christ Jesus we can read the unreadable God, see the Invisible, know the Great Unknown. The early Christians were not theologians, and they did not use the language or the formulas that centuries of thought were to hammer out. They never used the word "Incarnation" and seldom used the word "Atonement." But that was what they were driving at.

• • •

The Story Is a Challenge

TOOK through the book or Acts for the story of Jesus as the early Christians told it, and you will see that the Incarnation and the Atonement are there. The Incarnation—that God has lived among us as a man among men, that the glory of God is in the face of Christ. The Atonement—that for Christ's sake God offers forgiveness to all men, that the door to God's love is a wide-open portal.

The early church taught and told this; but not just as a story to entertain or inform, not as a puzzle to be solved, not as something to be believed or not, as we please; but as THE story, not only the "greatest story ever told" but beyond any comparison the most important.

If you cannot see God in Christ, where can you see him? If you will not take God's forgiveness for Christ's sake, then what right have you to look for forgiveness at all?

• • •

Christianity Is a Life

THE readers of the book of Acts will discover that the early Christians were not simply preaching. They lived a new sort of life. The essential thing was that they lived as a family—the family of God. They so lived that few have ever imitated them since.

The way in which Christians treated one another was so different from what the world was used to, that an almost new word had to be used for it.

When Paul went about preaching, a good deal of what he said was about himself. Was this because he had taken the place of Jesus? No, it was the other way around—Jesus had taken his place. That is, what Paul had to tell was not simply the story of Jesus "from Bethlehem to Calvary," it was not even the story of the Resurrection, but always aroused Paul's finest eloquence was his story of what Christ had done to him, for him, through him, in him. The Gospel is the power of God, he said to the Romans. And if this were not true, how can you suppose the Christian religion could have lasted as long as it has?

But the telling of this story, and the living of it, is not something the church can leave to the women, or the preachers, or to "missionary societies." Letting the world know the news, the good news, is the business of the whole family of God.

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Noah Was First Of Many Trying To Foretell Doom

History pages are full of self-styled prophets who have attempted to foretell the day of doom. Ever since Noah forecast one end of the world, as told in the book of Genesis, each generation has produced prophets who dated the day of reckoning. Some of them made the news, many of them didn't.

The latest on record is a little overdue—named for the day of January 9, 1951. Mrs. Grace Carlson, gray-haired leader of the "Children of Light" in British Columbia proclaimed it.

Await Millennium

Mrs. Carlson and a group of devoted followers spent 16 days in a tiny cottage awaiting the millennium and praying, while Mrs. Carlson read from the bible. When the day had passed uneventfully, the group returned to their homes with the announcement that they would "await a new message from God."

Bohemian Prophets

Bohemian prophets foretold that the end of the world would come during the Hussite wars in the 15th century. Five cities were singled out as favored places because, according to the foretellers, they were to be spared. The movement, however, faded out after the religious furor of the wars quieted down.

In early America, the Plymouth Brethren never set an actual date for the close of the universe, but they anticipated it. A historian writes that the First Brethren considered it utterly fantastic that the church would still be on earth three quarters of a century later.

Prediction Panic

Americans lived in constant dread of the world through the year 1843. William Miller, an earnest and devout preacher, predicted that the end would come sometime between Mar. 21, 1843, and Mar. 21, 1844.

Thousands took the Miller prediction to be true, sold their homes for rock bottom prices, and fearfully awaited doomsday. When the last day of March, 1844, passed quietly on into history, Miller sorrowfully confessed his error, although maintaining that the day of the Lord was still very near at hand.

Deep Speculator

Claas Epp, once leader of all the Mennonites in Russia, was a man who devoted much time to speculating about the end of the world.

One day, in 1881, Epp noticed that the hands of his old wall clock had stopped with the hands pointing to eight and nine. He announced that the cataclysm would arrive in 1889.

The fatal day came and went, and the world went on as before. Epp returned to his meditation and finally concluded that the clock on the wall leaned slightly to one side. He straightened it and became elated when the hands pointed to nine and one. So he changed to 1891. Again, the date arrived—and passed.

Montanists Prepared

As early as the second century the end of the world was expected. One sect of that period, the Montanists, made preparation for the fateful day the entire purpose of their lives.

They went through extensive fasts, adhered to chastity, and even encouraged martyrdom. They branded all suspected sinners and excluded them from the churches so the edifices would remain pure.

Dukhobors Waited

In 1902, about 1,600 Dukhobors, a Russian sect that had settled in Canada, prepared for the coming of the end of the world by stripping off their clothes and gathering in a tiny village—planning to remain until the catastrophic day. Authorities rounded them up and sent them home.

Many in the recent decades have ventured to name the day of reckoning, but, so far, a true prophet has not yet arrived. He may not come. Perhaps, He who made the universe may destroy it, in His own time and in His own way.

You May One Day Obtain Live Teeth for Dead Ones

NEW YORK, N. Y. — You may soon be able to get live teeth to replace your decayed molars. First steps toward a live tooth bank have been taken by Columbia University's college of physicians and surgeons.

Under the arrangement, you would go to the bank and replace a decayed or painful molar with a live tooth.

Not yet in sight, the miracle has been in process for 11 years. Cats have been the principal subjects and teeth have been successfully transferred from one kitten to another, or from one kitten's jaw to that of another.

The only catch from the human point of view is that most of the teeth are taken in the bud stage, when they are about a quarter of an inch long.

Thus, according to the present level of scientific information, you could get that new tooth only from a baby, taking a tooth before it erupted in the baby's jaw.

The important scientific discovery is that the new teeth acquire nerve connections and blood supplies from their new surroundings.

Farm Topics

Livestock Accidents Cost Farmers Millions

Annual Bruising Loss Above $30 Million Mark

Livestock farmers could increase their incomes by guarding against accident and bruising of animals which would help reduce the enormous annual meat loss currently soaring above the $30 million mark, industry leaders advise.

A recent report of hog carcass studies revealed that 46 per cent of bruises found occurred on farms before and in the process of loading for shipment to market, and

Steel ramp-chutes such as the one shown above ease the job of loading live stock. The ramp provides safe footing for the animals and greatly reduces the possibility of accidents.

the further observation that 42 per cent was caused by canes, whips and clubs.

In a move to check the huge monetary loss, use of prodders was banned recently at the stock yards in Chicago where much of the study was made by the National Live Stock Loss Prevention Board.

The report pointed out that a great decrease in bruising could be affected by proper training of live stock handlers, and also if shippers would guard against overloading of trucks and rail cars to insure animals riding comfortably and safely to market.

In a cattle bruise study made of 7,116 head selected at random, a similar loss to that in the hog survey was revealed.

Reds demand peace talks about Japan.

Appomattox is a growing town.

Duck That's Not a Duck?

India's Bombay Duck—Fish

When is a duck not a duck? The answer is easy: When it's a Bombay duck, for that makes it a fish.

The Bombay duck—for which India is now reported to be seeking new export markets in the United States and Canada—is a member of the fish family Synodontidae.

This family is otherwise known as the lizard fishes—to bring in still other creatures, and make the lay-man's chances of mistaken identity even greater. Such fishes are characterized by scaly lizardlike heads, and wide-gaping mouths lined with rows of sharp, pointed teeth.

The name "Bombay duck" applies to the dried and salted food product, esteemed as an Indian delicacy, rather than to the fish itself, which belongs to the species Harpodon nehereus within the family Synodontiae.

Just how the Bombay-duck term came about is obscure; but it is significant that this dried fish was long exported from Bombay and west India's Malabar Coast. Other names are bummaloe or bummalo fish, sometimes used to designate the fresh fish.

The Harpodon is taken in varying quantities along both the eastern and western shores of the Indian peninsula, as well as off Burma. It is found not only in the open sea, but also in many of the rivers and estuaries of the warm Indian Ocean region.

The first report of the species, then given another name, followed its discovery in 1815 in the mouths of the Ganges.

Army Tribute

Americans watching the expansion of the United States Army in times of crisis, should be heartened by the words of Winston Churchill in 1946. He said: "I greatly admired the manner in which the American Army was formed. I think it was a prodigy of organization, of improvisation . . . the rate at which the small American Army of only a few hundred thousand men, not long before the war, created the mighty force of millions of soldiers is a wonder in military history. . . . It remains to me a mystery as yet unexplained how the very small staffs which the United States kept during the years of peace were able to build up the Armies and Air Force units, but also to find the leaders and vast staffs capable of handling enormous masses and of moving them faster and farther than masses have ever been moved in war before."

VPI graduates are urged to take public affairs seriously.

Communist armies continue retreat in Korea.

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One London paper says that the King of England may retire due to declining health.

Eighteen West European nations pledge to work jointly for peace.

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New York Yankees take three of four games from White Sox to reduce margin of leaders in American League.

Crawford Davidson is leading the Piedmont League in the home run department.

Work being speeded on the construction of the Carver High School here, now that session is over.

Bring the Family!

Enjoy tasty food, and popularly priced, too!

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QUALITY ALL-WAYS
Our expert dry cleaning methods, coupled with "when promised" delivery and low cost—is your assurance of our quality service—ALWAYS!

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largest in its field! Yes, Chevrolet's the *longest* car in its field . . . a strapping, streamlined 197½ inches.

It's the *heaviest* car in its field . . . 3125 pounds* of solid quality.

Moreover, it has the *widest tread* in its field . . . 58¾ inches between centers of the rear wheels . . . with all this means in terms of extra comfort, roadability and safety!

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finest in its field! Chevrolet is the *only* low-priced car offering the surpassing beauty of *Body by Fisher* . . . extra-efficient *Valve-in-Head* engine performance . . . the outstanding comfort of the *Unitized Knee-Action Ride* . . . and the combined safety-protection of *Panoramic Visibility, Safety-Sight Instrument Panel,* and *Jumbo-Drum Brakes*—largest in its field!

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Naturally, you want the best buy you can possibly get. That's exactly what you do get in America's *largest* and *finest* low-priced car. Come in, see and order this better value—*now!*

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Chevrolet's time-proved *Powerglide Automatic Transmission,* coupled with 105-h.p. *Valve-in-Head Engine,* gives *smoothest and finest no-shift driving at lowest cost*—plus the most powerful performance in its field!

*Combination of Powerglide Automatic Transmission and 105-h.p. Valve-in-Head Engine optional on De Luxe models at extra cost.

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